

AUTOMOBILES.

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# AN INTERESTING DISPLAY OF HIGH GRADE AUTOMOBILES

AT MADISON SQUARE GARDEN JANUARY 14<sup>TH</sup> TO 21<sup>ST</sup> 1905

## PUBLIC EAGER TO SEE AUTOS

SAM IN MADISON SQUARE GARDEN AS SHOW OPENS.

More Exhibitors and More Cars Than Ever and All of Them Finer—Mechanical and Body Details Rival Those of Foreign Vehicles—Some of the Features.

At five minutes after 8 o'clock last night the aisles of Madison Square Garden were thronged with several thousand persons who had come to inspect the fifth national automobile show. Never in its history has the automobile exhibit been such an attraction to the public as was evidenced by the early arrival of the crowd last night. It caused a shock of glad surprise to even the most sanguine and optimistic.

It seemed abundant proof that the automobile is on the rising wave of popularity, and this will truly be week in which the automobile will absorb the interests of the town, as does the horse when he makes his annual bow in Madison Square Garden.

There was a grille of cars with glaring eyes of acetylene gas sets around the outside of the Garden last night, and inside the motor cars were found up and down the length of the big main floor, all along a platform built over the arena boxes, down in the basement, out in the restaurant and upstairs in the concert hall, while in the upper galleries the exhibitors of the complementarily but expensive accessories that are part of a motoring outfit held forth in hundreds of exhibition stalls.

The sight as a whole, within the Garden, was a more brilliant and attractive one than in former years. There was nothing very magnificent about it, although the decorations were a little more expensive than usual. The number of electric signs used by the exhibitors was greater, and the artistic value of the signs was higher as a rule. Then too, the number of exhibitors was greater, every available foot of room being taken. The big arena seemed crowded, even before the public began to fill the nishes.

Electric light abounded everywhere and when the doors opened to admit the people whose number the exhibitors hope to get there was a glad blaring of horns to welcome them. The visitors seemed eager to get right down to business and find out what the cars were like, how much they cost and how to run them. They did not go about looking for souvenirs, and there was nothing in particular for them to admire in the way of settings, but the cars were in ease of admiration.

It was remarked by more than one visitor last night that, so far as the cars were concerned, one could hardly see the difference between this and the show of imported machines which has been running for several days in Herald Square Hall. In fact, the finish on the cars exhibited this year is a surprise even to those who had been prepared for the sights by advanced reports.

In several of the exhibitors' spaces splendidly furnished and highly polished chassis were shown, similar to those which had yet to be found only in the imported cars. It was then explained that nothing of the sort could be produced in America. This year, however, there are many of these underframes for the engine car which look as if they might have been finished by a jeweler.

There is this difference, however, between these high products of the American factories and the exquisite specimens of foreign workmanship—the fine chassis exquisitely made by the Americans are those frames which are used in the regular stock cars; they are not hand made vehicles from cunneted turned out for exhibition purposes only, which was the case with some of the beautiful frames brought over.

In the body of the cars to be seen at the Garden there is also evidence of the immense progress that the domestic manufacturer has made in high grade finishing. The frames are now made of nickel and brass work has all that beauty of finish which hitherto, it has been said, the American was in too much of a hurry to attend to. The patterns of the bodies are in every way good, and based on the imported cars and there is a greater variety of styles from which to choose.

From the little open-bodied runabout to the enormous enclosed car with all the conveniences of a Pullman to be found inside, there is a range of choice in which almost every man can find something to suit. There are cars with canopy tops and cars with "capes" tops, cars with limousine bodies, machines that have semi-limousine bodies and others that are all stages of approach to the limousine.

It was impossible to make anything like a complete tour of the show last night. On all the various floors of the big building there is so much that one will be able to find something new throughout the week and something different every day. So far as could be discovered last night the cheapest car in the show is one for \$10, built to carry two persons. The most expensive one is a huge affair with limousine body and many of the comforts of luxury within.

These are motor trucks and motor wagons, motor phaetons, victoria landauletts, cabs, opera houses, touring cars and racing cars, an entirely new proposition which looks very much the same as a runabout automobile except that it has runners instead of wheels. Its method of propulsion is peculiar.

A set of spoked wheels to take hold of the "tire" and drive the sleigh along which has hitherto been tried in contrivances of this sort, there are pointed shafts which come down and take hold of the ground or snow and drive the vehicle forward directly. Their action is very similar to that of feet, so that the sleigh walks or runs along.

There is also an airship of the show. This is a model of Capt. Baldwin's famous dirigible which made the first and less successful flights in San Francisco. It is a gas and has Los Angeles. It is equipped with a gasoline motor, but will not go. Owing to the restricted space available, the model is but one-fourth the size of Baldwin's

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Now on exhibition the new  
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It stands for the highest development of the AMERICAN TOURING CAR, which means THE BEST CAR IN THE WORLD for American conditions.  
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Two independent sets of ignition. Perfect mixture of air and gasoline at all speeds through automatic carburetor.

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Exclusive United States Representatives of Societe Anonyme des Automobiles Peugeot, Paris.

### GOULD BROKAW EXEDED.

He Buys a Foreign Auto and Is Suited—Others in Same Plight.

W. Gould Brokaw is in a vexed and worried mood as an automobile just now and yesterday entered into a fight against the Selden patent. The auto firms are now laying tribute and shied the firecrackers proposing to enforce it now to the uttermost. The reason for Mr. Brokaw's feelings is that he bought a new automobile in Paris and imported it himself and now has been sued for it on the spot.

Mr. Brokaw, however, and only one of many who buy similar freight and the same between the wealthy buyers of foreign cars and the defenders of the American in that they are not so well informed. The Association of Licensed Automobile Manufacturers has become actively aggressive and is following up its warnings to swift

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